

The Carlsbad Current

TWENTY-FOURTH YEAR.

CARLSBAD, NEW MEXICO, FRIDAY, MARCH 31, 1916.

NUMBER 22

PELON FOR CARRANZA

THE OLD BEGGAR TO CHARGE TARIFF

ON FOOD FOR U. S. SOLDIERS SENT TO CATCH VILLA.

CARRANZA EXPECTED TO COLLECT DUTY ON THE AMERICAN SUPPLIES.

The Carranza government will realize more than \$5,000 a day from the importation of supplies for the expeditionary force in Mexico, in the event that all of the supplies should be sent by rail consigned to dealers in the Casas Grandes district. These figures are based on the fact that more than 100,000 pounds of forage and feed are required daily, and the duty will average approximately 5 cents a pound.

Although no notification regarding the agreement has been received by custom officials in El Paso or Juarez and no supplies offered for shipment by the United States army, it is likely the former rate on import commodities will apply. Wholesalers here who are prepared to fill orders from merchants at Colonia Dublan, Casas Grandes and other points in Mexico, say the duties will have to be paid unless some exemption is made by Carranza. And in view of the stringent financial condition of the de facto government this is believed to be unlikely.

The Mexican import duty on gasoline is 9 cents a gross kilogram. 20 per cent of import duties is payable in Mexican gold and the remainder in Carranza currency. At the present valuation of this money, the duty on a hundred ten-gallon cases of gasoline amounts to about \$38 in United States money, or nearly 4 cents a gallon.

The Mexican import duty on other supplies that will make up these shipments are as follows: Bacon, 9 cents a kilogram; canned meats, 18 cents; green coffee, 10 cents; browned coffee, 5 cents; oats, a cent and a half. The duty on hats and shoes figures but a few cents.

San Antonio, Texas, March 29.—General Funston and his staff had been so confident that Carranza would give unconditional consent to the use of Mexican railways for sending supplies to the American expedition if he gave a favorable decision at all, that all arrangements were made for the use of the American crews in the operation of trains and tentative arrangements had been completed for the immediate use of rolling stock of other railroads. It had been hoped Carranza would impose no condition, but even with the stipulation that the supplies must go as ordinary freight, the prospect of relieving the situation is so great that keen satisfaction was manifested at army headquarters.

The line of motor trucks in operation from Columbus, N. M., to Casas Grandes will not be retired from service along that line of communication until the new arrangement is well under way. Should there be no hitch in the shipment by railroad, it is expected that Columbus soon will be abandoned as a base.

ARMY'S EMERGENCY EXPENSE BILL IS PASSED BY HOUSE.

Washington, D. C., March 28.—An emergency appropriation of \$8,611,502 to pay for the added strength of the army and the punitive expedition into Mexico, was passed by the house today. Representative Meyer London of New York, the lone Socialist member of the house, declared the Mexican expedition was a blunder that would lead to war, and he cast the only dissenting vote.

Former speaker Cannon declared that whatever the result of the Mexican expedition, the country would stand together on the question of national defense. Republican leader Mann demanded a record vote on the bill to demonstrate that whatever was needed for defense would be voted without a dissenting vote.

PELON IS WHAT THEY WANT.

How the attitude of the Mexican population at Ascencion changed was described as laughable by Mr. Matthews. When the troops first entered, he said, they were met with scowls of disfavor, but soon thereafter they began to spend a little money. Then everything changed. They were cheered, smiled at and beloved. Eggs advanced in price from 10 cents to \$1 a dozen, incidentally, he added, and peddlers came around in wagons to sell their wares to the "doughboys". But so long as there was an American dollar in sight, Villa or Carranza were as nobody to the Mexicans. There were no scowls, no sign of hatred—the American was adored.

NOTARY PUBLIC at the Current office. Do your swearing at the Current office. Notary always in.

Christian & Co. INSURANCE.

CROSSING THE RIO GRANDE.

In editorially discussing what we have pleased to term our "manifest destiny," which points southward to certain territorial acquisitions essential to the safety of the United States as the dominating power of the Western hemisphere, Colonel Henry Waterson, in the Louisville Courier-Journal, says that in spite of all, the man and the hour will come and the drums will beat and flags will wave just as they did when Gibbs was hung and Hec was a pup, and the "Star Spangled Banner" meant every word it said.

Nor is it our purpose to take issue with Colonel Waterson. We, too, think that the hour will come, and also the man, but we doubt that the movement across the Rio Grande, precipitated by Villa, is but the avant courier of the future, the messenger of the inevitable; a mile post along the highway of progress; as it were, a sign in the heavens. Colonel Waterson rightly says, however, that altruism may cant; but the expanding needs both of nationality and civilization lie in the end prevail.

The hour hasn't arrived, neither has the man. In due time both will appear, but unfortunately we are in the midst of a spasm of pacifism now. Crossing the Rio Grande means nothing. We captured Vera Cruz, or occupied it, if you will. American marines were killed and hundreds of thousands of dollars thrown away. Until now we know not why nor wherefore of this expedition. Some of our more patriotic citizens assumed that we intended to punish Mexicans who had been disrespectful to the Stars and Stripes, but it is of record that Victoriano Huerta went to his grave without having saluted the American flag.

Nowadays, the "Star Spangled Banner" doesn't mean anything. Our president is too fearful that he will hurt the feelings of the "distressed and sensitive people of Mexico." Even now, the American troops in Mexico

are on short rations because Don Venustiano dislikes to turn over the railroad to us, and we couldn't think of offending him. And yet the American people reside in Mexico and along the border have been sorely distressed, too. But what consideration has been shown them by the president?

No, crossing the Rio Grande means nothing. Neither the hour, nor the man, has arrived. When the sympathy of him who is sworn to uphold the rights of American citizens in foreign lands is with the people of alien birth, there cannot be much headway made by the American government. Here in El Paso, we have asked for a sufficient number of troops to insure us against the possibility of Mexican aggressiveness and we are told that the "cabinet" doesn't think there is any danger. Yet the "cabinet" didn't think Columbus would be attacked, either. Otherwise, the "cabinet" would have fortified the town, or an effort would have been made to negotiate with Villa. There is no way of telling, for didn't we first beg leave of Don Venustiano before pursuing the murderous ruffians.

To make matters worse, the president not only characterizes those of Mexico and the borderland who would tell him something of Mexico as liars, but appeals to the American people to discredit newspaper stories from Mexico or the borderland. No, the crossing of the Rio Grande means nothing. But the American people will be inclined to agree with Colonel Waterson, that the man and the hour will come, and that drums will beat and flags will wave and the Star Spangled Banner will mean every word it says. Pacifism must have its day, though, and right now the pacifists are in the ascendency. In the meantime, we can but urge the American people to remember Santa Ysabel and not forget Columbus.—El Paso Times.

Do your swearing at the Current office. Notary always in.

CARLSBAD TERMINAL

W. O. W. RECEPTION.

The reception given by the W. O. W's. at the I. O. O. F. hall last night was well attended. Many of the Woodmen and their families being present and many fair representatives of Circle were there.

The program was well arranged and every member responded. J. I. Penny acted as counsel commander.

The Bunch orchestra was at its best and the numbers rendered by that popular musical aggregation cannot be too highly commended.

Judge D. G. Grantham gave the opening address and in his pleasing way assured every one of a welcome.

The solos by Miss Florence Fuller, Mr. Rawlins, Mrs. Ralph, Mr. Hallis and Rev. Mr. Pratt; Miss Penny at the piano; were pleasing features of the entertainment.

Judge Grantham responded with a short greeting and made other people feel that were hoarse wish he would hand them the "lemon".

The address given by the State Manager Stewart on Woodcraft was interesting and full of information. His remarks regarding the W. O. W. building at Omaha, Nebraska, was an eye-opener to many present, as I fear many of the members have not considered how fortunate they are to be a member, and how well rated the institution stands. Out of the one hundred benevolent insurance assessment orders in the United States the W. O. W. has one ninth of the capital.

But one of the best numbers was the male quartet. They were encored again and again. The refreshments of ice cream and cake was served in the dining room and came up to the standard, as the best that can be served.

A. J. RICHMOND DEAD.

Augustus James Richmond passed away Tuesday evening at 6 p. m., at the Eddy County Hospital, at the age of 83 years, one month and thirteen days.

Mr. Richmond had been ill for five years, suffering with inflammation of prostate glands. The last three years of his life he was practically an invalid not well enough to leave his room.

During the five years he was ill, he made numerous trips to San Antonio, El Paso and other places in hopes of obtaining relief.

A. J. Richmond was born February 15th, 1833, at Natchez, Miss. He was the first son of Andrew and Mary Richmond, was married to Miss Lula P. Bethel at Lynn Grove, Morehouse Parish, La., February 25th, 1867. To this union five children were born only two living the others dying.

He leaves to mourn his loss the companion of his youth—his wife—and declining years and two daughters, Mrs. H. D. Callen and two children and Mrs. R. F. Madera and five children.

Mr. and Mrs. H. D. Callen have made their home with Mr. and Mrs. Richmond in La Huerta. R. F. Madera, wife and children have a big ranch well stocked south of the point. They go and come by auto frequently to learn Mr. Richmond's condition, and he was never happier than when his children and grandchildren were around him, and his one request while living was that his family would be near him when the death angel beckoned him to come.

He was born of God at an early age and united with the Baptist church. His earnest labor in the Master's vineyard since that time bears ample evidence of the genuineness of his saved condition and intense love for God.

Mr. Richmond was always moving west as the country settled and helping to spread the gospel. 1853 he moved from Mississippi to Louisiana and to Texas in 1868 and eight years later moved from Limestone county to Hamilton county where he with a few other Baptists organized the High Valley Baptist church, with only two men, himself and one other, and a few ladies.

In 1883 he came to Jeff Davis county where he and the pastor, J. R. Miller, organized the first Baptist church at Ft. Davis where he was the only male member and just three ladies. He was one of the prime movers in organizing the different camp meetings, where each summer the ranch men of Jeff Davis county, with their families gathered for a revival.

Mr. and Mrs. Richmond lived in the Fort Davis mountains from 1883 to 1907, about twenty-four years, when they moved to the Chico ranch. From this ranch they moved to La Huerta in February, 1913, where they have a good home. Mr. Richmond has always been a lover of home, and devoted to his family, drove good horses and owned a good grade of cattle.

He was buried from the Eddy County Hospital with services at the grave by Rev. E. J. Barb, pastor of the local Baptist church, of which he was a member. The Current joins the people of Carlsbad and vicinity in offering their sympathies to the wife and daughters in this bereavement.

A. L. Moore, of Cheyenne, Wyoming, son of Mr. and Mrs. Asbury Moore, will be here next Sunday for a visit with his father. Mr. Moore is not as well as his many friends had hoped he would be, but he rested some better last night.

ROUND HOUSE FOR FIVE LOCOMOTIVES IN CARLSBAD

WILL COST \$42,607 AND EMPLOY A NUMBER OF MEN

For several years past the Santa Fe has kept a machinist and helper in Carlsbad to look after the locomotives used at this end of the Pecos Valley line and the question of better facilities for the care and repair of the motive power used at this terminal has been under consideration. Now the following is given out as official by Mr. Hove who is "next" to all the latest in railway matters, being publicity man for the Santa Fe in the Pecos Valley and adjacent territory:

A five stall roundhouse, cinder pit, and a hundred ton coal chute will be built at the Carlsbad Terminal at a cost of \$42,607.00. So announces F. C. Fox, general manager of the western lines of the Santa Fe system, with headquarters at marillo. The construction will start in the near future.

This is good news to Carlsbad. It is the biggest single improvement since the building of the \$60,000.00 addition to the court house, completed two years ago. The railway improvement and the \$17,500.00 armory new building, will set a pace for the advancement of Carlsbad this season.

The Santa Fe is spending nearly \$100,000.00 on the improvement of the Pecos Valley lines otherwise. Steel gangs are now at work, laying heavy steel. Ten miles have already been finished north from the bridge across the Pecos River above Roswell. If things in the railroad world continue fairly satisfactory, by the end of the year heavy steel will have been laid as far south as Roswell at least.

When the Valley lines were built in the early nineties, the country was new and its future undetermined. Hence the road was built as cheaply as possible. The cuts and embankments were narrow. These will be made standard this season at an estimated cost of about \$15,000.00.

The Santa Fe is following a policy of late to apply much of the net earnings every year to betterments of the system. Under the management of E. P. Ripley, the president, the Santa Fe is conducted as a plain business proposition. The railroad has transportation to sell and better service naturally increases business. Therefore track and equipment receive constant attention for one thing and betterments of the system made for another.

Though the Pecos Valley lines have been gradually improved, this is the largest single appropriation made any one year for track betterment. The advance the Pecos Valley is making along better lines with live stock as an important factor in agriculture, is being noticed by Santa Fe officials and the big road responds to the new condition by bettering its track. A year ago it will be remembered the train service was materially increased.

In this connection it may be noted that the Santa Fe takes pride even in the looks of things. Every Saturday the section crews spend the day in cleaning up the yards over the system. The Carlsbad yards are always neat and clean. The parklets at the station has had much attention this spring and is already a beauty spot. A hedge is started on the west side and beds of all sorts of flowers have been planted. Agent T. C. Johnson and pumper J. F. Hart are the artists. Back across the street A. J. Muzzy is following the example. This civic pride, shown by the Santa Fe, is worth noting and following.

There is only one cloud in sight, the fear of a general strike by the train service men on all the roads in the United States. The trainmen demand an eight hour day and time and a half for overtime. Should this demand of the 309,174 trainmen be granted, the operating cost of the railroads would increase \$100,000,000.00 a year. Such an increase in expenses without corresponding increase of income, would very likely stop further outlay for this season for betterments even among the stronger roads. Only the most necessary things would be done.

There are no strings to the improvements ordered at the Carlsbad terminal. The Santa Fe decided to build and to build well as the estimated cost of \$42,607.00 indicates. At the same time this improvement should stimulate improvement both of Carlsbad and the Carlsbad project. The improvements made by the Public Utilities Company should also help add to the spirit of progress in the Carlsbad country. With better light and power service, substantial railway terminals, and improvement of the entire valley line, this section is out of the pioneer stage and ready to advance rapidly.

TWO TRAINS COLLIDE

THIRTY PERSONS DEAD AND MANY HURT IN WRECK NEAR CLEVELAND, OHIO.

Three Palatial Passenger Trains Are Piled Up in Collision; Farmers and People Near Assist. Overworked Employee Failed to Give Signal.

One of Worst Catastrophes in History of Railroad Traffic Occurs From Company Carelessness.

Cleveland, Ohio, March 29.—With a toll of at least thirty persons dead and forty or more injured, federal and state officials and officials of the railroad companies have begun an investigation into the cause which early today led to one of the most disastrous wrecks in the history of the New York Central system.

Three trains, including the Twentieth Century Limited, west bound, the New York Central's palatial flier, and two sections of No. 86, known as the Chicago-Pittsburgh limited, east bound, came together in collision near Amherst, Ohio, thirty-seven miles west of Cleveland.

A slip on the part of a dozing towerman was to blame for the wreck according to A. S. Ingalls, general superintendent of the New York Central. Ingalls, with L. A. Robinson, general passenger agent of the New York Central, and Daniel McEane, superintendent of motive power of the road, conducted an inquiry into the tragedy on the part of the road officials. The towerman's wife had been, it was learned, and he had been without sleep on or off duty practically since Sunday night.

When the total of dead and injured is finally ascertained, the wreck will surpass, in its cost of life and limb, even the wreck of the Twentieth Century Limited, at Mentor in 1904, when the famous train piled into a freight on its second trip on the New York-Chicago twenty-four hour run.

The wreck was one of the worst that has occurred on the New York Central system. Dense fog obscured the signal set by the first section of the east bound Pittsburgh-Baltimore-Buffalo limited, causing another section of that train to crash into it. A short time later, before signal men could flag it, the fast Twentieth Century limited, west bound, crashed into the wreckage which had piled up on the west bound track.

Daylight had not yet appeared when the three trains piled up together. Farmers and villagers rushed to the assistance of the stricken passengers. The work of rescuing those pinned under the wreckage was hampered by darkness and fog.

Ambulances, automobiles and all kinds of vehicles were rushed from Elyria and other points. The little morgue at Tmherst was soon filled. Most of the injured were conveyed to hospitals at Elyria.

The twentieth Century proceeded on its way to Chicago.

Mr. and Mrs. Todd returned to their home in Dog Canyon Friday. Mrs. Todd came here for treatment some two or three weeks ago and went out to her sister's on the plains for a short visit. Her niece, Bertha Hines, the popular young lady in Dog Canyon, accompanied them to the A. H. Barron ranch. Their little daughter, Syble, enjoyed the trip very much. Mrs. Todd was very much improved in health when she started on the return trip to the canyon.

FOR THE PARTICULAR SMOKER

"LA LUCBANA"

A GENUINE IMPORTED MANILA

Something Different—But Just Right

Sold only at the

EDDY DRUG STORE

PENSLAR

FINE BULLS BURNED IN CAR.

Three Registered Herefords Burn When Car Catches Fire in a Train.

Herford, Texas, Mar. 28.—When the car in which they were being shipped caught fire a few miles from Jowell switch, three registered Hereford bulls belonging to Jowell & Jowell, were burned to death.

The bulls were loaded at Jowell switch, four miles east of here. The train had proceeded but a few miles when trainmen discovered the car was on fire. The fire had gained such headway that the trainmen had difficulty, because of the heat, in cutting the car loose from the train.

It was found impossible to liberate the bulls and they were burned with the car. The car was close to the engine and it is believed sparks from the engine set fire to straw in the car.

PRECINCT CONVENTION.

No. 1, met at the court house last Saturday at 2 p. m., as per call.

On account of the absence of the chairman, Mr. S. D. Stennis, Jr., called the meeting to order and nominated Joe Cunningham for chairman of the meeting which carried. H. B. Johnson then was elected secretary and the meeting commenced business. On motion a committee of three, consisting of S. D. Stennis, Jim Baker, and C. N. Jones, was appointed by the chair to select a list of names to be voted on for delegates to the county convention. The committee reported the following list:

D. G. Grantham, G. M. Cooke, Joe Cunningham, Jim Baker, C. N. Jones, and Wm. H. Mullane, who were elected by the meeting as delegates to the county convention.

It was moved, seconded and carried that the chairman of the meeting be elected chairman of the precinct committee which was carried.

Move to adjourn, carried.

H. B. JOHNSON,

Secretary.

Manager Bunch of the Firemen's band informs the Current that Roque-more, the Elks minstrel man, will be here about April 25th, to put on the annual minstrel show for the benefit of the band. The exact date will be given later.

VILLA USES INDIAN METHOD IN HIS RETREAT SOUTHWARD.

A Mexican, alleged to have been with the Villistas after their flight to Palomas from Columbus and to have later deserted Villa, is reported to have arrived in El Paso during the past 24 hours. Information that the man is in town has been given to Gen. Bell.

The man brought word that Villa instead of disbanding his men, tells them to disperse and reassemble at a point 20 or 30 miles to the east, west, north or south—the method is Indian—and the dispersal occurs. Several days later the scattered forces come together in a remote locality, keeping together for awhile foraging and pillaging, then break up again into small units.

The man said that Villa by his present method can get down into the tortuous country of northern Durango without being sniped or apprehended.

INDIANS POISON MEXICO WELLS

Douglas, March 27.—Poisoned wells in the Yaqui Indian country have killed three hundred Carranzistas, according to an unconfirmed report received here from Hermosillo.

VISITORS TO ROSWELL.

Mrs. D. R. Harkey and daughter, Mrs. Myrtle, came in this morning from their home at Carlsbad to spend several days visiting friends.—Wednesday's Roswell Record.

Mrs. Ollie Thayer returned from her ranch Saturday after spending a few days there. She reports the cattle looking fine and the range fairly good.

There is a rumor that Rev. G. E. Beatty, minister of the local Christian church, and his wife, are expecting to return to their old home in the east and that Rev. Mr. Beatty has resigned his pastoral duties here, owing to ill health and being advised by his physician that Mrs. Beatty will spend the summer more comfortably there. They have made many friends in Carlsbad and have worked for the good of the community in many ways and their going will be a source of deep regret, for they have many friends here, both in and out of the church.